

**2003**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**123**  
City of Petersburg

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	






















### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Route		Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
1	Washington St	0.40	13000	G	From:	WCL Petersburg					F	0.091	F	0.544	14000	G	2003
					To:												
1	Washington St	0.18	13000	G	From:	Summit St					F	0.094	F	0.519	14000	G	2003
					To:												
1	Washington St	0.57	15000	G	From:	Elm St					C	0.090	F	0.535	16000	G	2003
					To:												
1	Wythe St	1.08	8400	G	From:	US 1 Par, Wythe St					C	0.085	F		9000	G	2003
					To:	US 1 Par, Washington St; Battersea Lane											
1	Wythe St	0.15	10000	G	From:	Perry St					F	0.087	F		11000	G	2003
					To:												
1	Wythe St	0.20	10000	G	From:	SR 36 Market St					F	0.093	F		11000	G	2003
					To:												
1	Wythe St	0.20	14000	G	From:	ALT US 301 Sycamore St					F	0.089	F		15000	G	2003
					To:												
1	Jefferson St	0.09	3400	G	From:	Bus US 460 Jefferson St					F	0.086	F	0.709	3700	G	2003
					To:	Bus US 460 Wythe St											
1	Jefferson St	0.21	890	G	From:	Bus US 460 Par, Washington St					F	0.108	F	0.813	960	G	2003
					To:												
1	Henry St	0.05	560	G	From:	Henry St					F	0.129	F		610	G	2003
					To:	Jefferson St											
1	3rd Street	0.05	1700	G	From:	3rd St					F	0.110	F		1800	G	2003
					To:	Henry St											
1	3rd Street	0.05	2800	G	From:	US 301 Par, Bank St					F	0.109	F		3100	G	2003
					To:												
1	301 Bollingbrook St	0.08	6700	G	From:	US 301 Bollingbrook St					F	0.103	F		7300	G	2003
					To:	US 301; 3RD STREET											
1	2nd Street	0.35	11000	G	From:	US 1 Par; US 301 Par; Bollingbrook St					F	NA			12000	G	2003
					To:	SCL Colonial Heights											
1	Washington St	0.31	9100	G	From:	US 1 Wythe St Battersea Lane					F	0.093	F		9800	G	2003
					To:												
1	Washington St	0.40	9000	G	From:	123-9025 West St					F	0.092	F		9700	G	2003
					To:												
1	Washington St	0.27	10000	G	From:	123-9029 South St					C	0.097	F		11000	G	2003
					To:												
					From:	Guarantee St											

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






Route		Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
	Washington St	0.24	10000	G	From: 95%	Guarantee St				C	0.087	F			11000	G	2003
	Combined Traffic:		20000	G	95%	1%	2%	1%	2%	0%	F	NA			22000	G	
					To: 95%	BUS US 460 Par; SR 36 Market St											
	Market St	0.38	4000	G	From: 95%	SR 36; Bus US 460 Par Washington St				C	0.089	F	0.505		4300	G	2003
	Combined Traffic:		NA			1%	3%	1%	0%	0%		NA			NA		
					To: 95%	SR 36 Grove Ave											
	Old St	0.13	3600	G	From: 95%	SR 36; Market St				F	0.095	F	0.759		3900	G	2003
	Combined Traffic:		NA			1%	3%	1%	0%	0%		NA			NA		
					To: 95%	Sycamore St											
	Sycamore St	0.04	4200	G	From: 95%	Old St				F	0.096	F	0.779		4600	G	2003
	Combined Traffic:		NA			1%	3%	1%	0%	0%		NA			NA		
					To: 95%	Bollingbrook St											
	Bollingbrook St	0.10	3300	G	From: 95%	Sycamore St				F	0.089	F			3500	G	2003
	Combined Traffic:		NA			1%	3%	1%	0%	0%		NA			NA		
					To: 95%	US 1, US 301 2nd St											
	Fleet St	0.12	11000	G	From: 98%	WCL Petersburg				C	0.094	F	0.504		11000	G	2003
						1%	1%	0%	0%	0%							
					To: 95%	Grove Ave											
	Grove Ave	0.54	3800	G	From: 95%	Fleet St				C	0.105	F	0.617		4100	G	2003
						1%	2%	1%	1%	0%							
					To: 95%	US 1 Par, Market St											
	 Market St	0.38	4000	G	From: 95%	US 1				C	0.089	F	0.505		4300	G	2003
	Combined Traffic:		NA			1%	3%	1%	0%	0%		NA			NA		
					To: 95%	US 1 Par; BUS US 460 Par, Washington St											
	Market St	0.11	5100	G	From: 98%	US 1 Par, BUS US 460 Par, Washington St				F	0.1	F	0.595		5100	G	2003
						0%	1%	0%	0%	0%							
					To: 95%	US 1, Bus US 460 Wythe St											
	 Wythe St	0.20	10000	G	From: 95%	US 1, Bus US 460 Wythe St				F	0.093	F			11000	G	2003
	Combined Traffic:		NA			1%	2%	1%	1%	0%		NA			NA		
					To: 95%	ALT US 301 Sycamore St											
	 Wythe St	0.20	14000	G	From: 95%	ALT US 301 Sycamore St				F	0.089	F			15000	G	2003
	Combined Traffic:		NA			1%	2%	1%	1%	0%		NA			NA		
					To: 95%	Bus US 460											
	 Wythe St	0.20	16000	G	From: 96%	Bus US 460				C	0.098	F			17000	G	2003
	Combined Traffic:		32000	G	93%	1%	2%	2%	2%	0%	C	NA			35000	G	
					To: 96%	I-85, I-95											
	 Wythe St	0.30	10000	G	From: 96%	I-85, I-95				F	0.084	F			11000	G	2003
	Combined Traffic:		23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G	
					To: 92%	South Crater Rd											
	Wythe St	0.43	11000	G	From: 92%	US 301, Bus US 460 Crater Rd				C	0.081	F			12000	G	2003
	Combined Traffic:		22000	G	92%	1%	2%	1%	3%	0%	C	NA			24000	G	
					To: 97%	SR 36 Par, Washington St; Amelia St											
	Washington St	0.87	22000	G	From: 97%	SR 36 Par, Washington St; Amelia St				F	0.086	F	0.526		24000	G	2003
						0%	1%	0%	1%	0%							
					To: 97%	Puddledock Rd											
	Washington St	0.58	16000	G	From: 97%	Puddledock Rd				F	0.081	F	0.525		17000	G	2003
						0%	1%	0%	1%	0%							
					To: 97%	Prince George County Line											
	Old St	0.13	3600	G	From: 95%	SR 36; Market St				F	0.095	F	0.759		3900	G	2003
	Combined Traffic:		NA			1%	3%	1%	0%	0%		NA			NA		
					To: 95%	Sycamore St											



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2Axle 3+Axle 1Trail 2Trail																
City of Petersburg																
<div><div>36</div><div>1</div></div>	Sycamore St	0.04	4200	G	From:	Old St				F	0.096	F	0.779	4600	G	2003
					To:	Bollingbrook St										
Combined Traffic:		NA														
<div><div>36</div><div>1</div></div>	Bollingbrook St	0.10	3300	G	From:	Sycamore St				F	0.089	F		3500	G	2003
					To:	US 1, US 301 2nd St										
Combined Traffic:		NA														
<div><div>36</div><div>301</div></div>	Bollingbrook St	0.08	6700	G	From:	US 1 Par, 2nd St				F	0.103	F		7300	G	2003
					To:	US 1, ALT US 301 3rd St										
Combined Traffic:		NA														
<div><div>36</div><div>301</div></div>	Bollingbrook St	0.15	3600	G	From:	3rd St				C	0.090	F		3900	G	2003
			6600	G	94%	1%	2%	2%	2%	0%	F	NA			7200	
Combined Traffic:		6600	G													
<div><div>36</div><div>301</div></div>	Bollingbrook St	0.23	3300	G	From:	5th St				C	0.093	F		3500	G	2003
			6800	G	94%	1%	3%	1%	1%	0%	C	NA			7300	
Combined Traffic:		6800	G													
<div><div>36</div><div>301</div></div>	Crater Rd	0.14	3000	G	From:	Crater Rd				C	0.102	F		3200	G	2003
			6700	G	93%	0%	1%	4%	2%	0%	F	NA			7200	
Combined Traffic:		6700	G													
<div><div>36</div><div>301</div></div>	Crater Rd	0.18	4600	G	From:	US 301 Par, Bank St				F	0.103	F	0.584	5000	G	2003
			NA	G	96%	1%	2%	1%	1%	0%	F	NA			NA	
Combined Traffic:		NA	G													
<div><div>36</div><div>301</div></div>	Washington St	0.18	10000	G	From:	US 301, BUS US 460 Crater Rd				F	0.092	F		11000	G	2003
			21000	G	97%	0%	1%	0%	1%	0%	F	NA			23000	
Combined Traffic:		21000	G													
<div><div>36</div><div>301</div></div>	Washington St	0.25	12000	G	From:	Burch St				C	0.094	F		12000	G	2003
			22000	G	92%	1%	2%	2%	3%	0%	C	NA			24000	
Combined Traffic:		22000	G													
<div><div>36</div><div>301</div></div>	Washington St	0.25	12000	G	From:	SR 36 Wythe St, Amelia St				C	0.094	F		12000	G	2003
			22000	G	92%	1%	2%	2%	3%	0%	C	NA			24000	
Combined Traffic:		22000	G													
<div><div>North</div><div>85</div></div>		1.01	25000	G	From:	SCL Petersburg				F	0.089	F		23000	G	2003
			51000	G	82%	1%	1%	1%	15%	1%	F	0.076		F	0.602	
Combined Traffic:		51000	G													
<div><div>North</div><div>85</div></div>		2.57	32000	G	From:	Squirrel Level Road				F	0.089	F		29000	G	2003
			60000	G	82%	1%	1%	1%	15%	1%	F	NA			54000	
Combined Traffic:		60000	G													
<div><div>South</div><div>85</div></div>		1.25	26000	G	From:	I-95				F	0.09	F		23000	G	2003
			51000	G	81%	1%	1%	1%	16%	1%	F	0.076		F	0.602	
Combined Traffic:		51000	G													
<div><div>South</div><div>85</div></div>		2.72	28000	G	From:	Squirrel Level Road				F	0.091	F		25000	G	2003
			60000	G	81%	1%	1%	1%	16%	1%	F	NA			54000	
Combined Traffic:		60000	G													
<div><div>North</div><div>95</div></div>		1.15	13000	G	From:	I-95				F	0.082	F		11000	G	2003
			30000	G	81%	1%	1%	1%	16%	0%	F	NA			25000	
Combined Traffic:		30000	G													
<div><div>North</div><div>95</div></div>		2.79	20000	G	From:	Wagner Rd				F	0.082	F		17000	G	2003
			43000	G	82%	1%	1%	1%	15%	0%	F	NA			36000	
Combined Traffic:		43000	G													
<div><div>North</div><div>95</div></div>		2.79	20000	G	From:	US 460 West St				F	0.082	F		17000	G	2003
			43000	G	82%	1%	1%	1%	15%	0%	F	NA			36000	
Combined Traffic:		43000	G													

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
City of Petersburg																	
North 				From:	US 460 West St												
	0.50	20000	N	81%	1%	1%	1%	16%	0%	N	0.082	N		17000	N	2003	
	Combined Traffic:		43000	N	82%	1%	1%	1%	15%	0%	N	NA		36000	N		
North 				To:	I-85												
	0.44	39000	G	89%	1%	1%	1%	8%	0%	F	0.078	F		39000	G	2003	
	Combined Traffic:		75000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.522	73000	G	
North 				To:	US 301, Bus US 460 Washington St												
	0.64	50000	G	89%	1%	1%	1%	8%	0%	F	0.082	F		49000	G	2003	
	Combined Traffic:		93000	G	89%	1%	1%	1%	8%	0%	F	0.08	F	0.527	91000	G	
South 				To:	SCL Colonial Heights												
	0.34	16000	G	83%	1%	1%	0%	14%	0%	F	0.08	F		13000	G	2003	
	Combined Traffic:		28000	G	82%	1%	1%	1%	15%	0%	F	NA		23000	G		
South 				To:	Rives Rd												
	1.22	17000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		14000	G	2003	
	Combined Traffic:		30000	G	82%	1%	1%	1%	15%	0%	F	NA		25000	G		
South 				To:	Wagner Rd												
	2.29	23000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		19000	G	2003	
	Combined Traffic:		43000	G	82%	1%	1%	1%	15%	0%	F	NA		36000	G		
South 				To:	US 460; US 301 Crater Rd; County Rd												
	0.53	23000	N	83%	1%	1%	0%	14%	0%	N	0.082	N		19000	N	2003	
	Combined Traffic:		43000	N	82%	1%	1%	1%	15%	0%	N	NA		36000	N		
South 				To:	I-85												
	0.66	35000	G	89%	1%	1%	1%	8%	0%	F	0.077	F		34000	G	2003	
	Combined Traffic:		75000	G	89%	1%	1%	1%	8%	0%	F	NA		73000	G		
South 				To:	US 301; US 460												
	0.48	43000	G	89%	1%	1%	1%	8%	0%	F	0.079	F		42000	G	2003	
	Combined Traffic:		93000	G	89%	1%	1%	1%	8%	0%	F	NA		91000	G		
 Courthouse Rd	0.10	7000	G	To:	SCL Colonial Heights												
				From:	US 460 County Rd												
				To:	ECL Petersburg												
 Hickory Hill Rd	0.88	8700	G	From:	US 460 County Rd												
				To:	ECL Petersburg												
	0.03	8700	N	From:	98%	0%	1%	0%	0%	0%	N	0.119	N	0.761	9400	N	2003
 Boydton Plank Rd	0.16	4000	G	To:	Dead End; Fort Lee Military Reservation, Mahone A												
				From:	WCL Petersburg												
	0.16	4000	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.579	4300	G	2003	
 Boydton Plank Rd	1.24	3500	G	To:	Dupuy Rd												
				From:	97%	1%	2%	0%	0%	0%	C	0.1	F	0.611	3800	G	2003
	0.06	6200	G	To:	Rt 604 Halifax Rd												
 Halifax Rd				From:	97%	1%	2%	0%	0%	0%	F	0.102	F	0.595	6700	G	2003
				To:	CSX RR												
	0.21	7600	F	From:	SCL Petersburg												
 Crater Rd	0.90	9200	G	To:	Rives Rd												
				From:	96%	1%	2%	0%	1%	0%	C	0.096	F	0.586	10000	G	2003
	0.43	22000	G	To:	Wagner Rd												
 Crater Rd				From:	96%	1%	2%	0%	1%	0%	F	0.091	F	0.510	24000	G	2003
				To:	Flank Rd												

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							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
301	Crater Rd	0.87	22000	G	From:	Flank Rd				F	0.095	F	0.506	24000	G	2003	
					To:												
301	Crater Rd	0.26	16000	G	From:	ALT US 301 Sycamore St				C	0.088	F	0.504	18000	G	2003	
					To:												
301	Crater Rd	0.73	22000	G	From:	South Blvd				F	0.09	F	0.519	24000	G	2003	
					To:												
301	Crater Rd	0.09	11000	N	From:	I-95, Bus US 460				N	0.088	N	0.552	12000	N	2003	
					To:	I-95; Bus US 460 Par, Winfield Rd											
301	Crater Rd	0.98	11000	G	From:	Maintenance Jurisdiction Change				C	0.088	F	0.552	12000	G	2003	
					Combined Traffic:		NA										
301	Crater Rd	0.10	8100	G	From:	SR 36, Bus US 460 Wythe St				F	0.089	F	0.521	8800	G	2003	
					Combined Traffic:		NA										
301	Crater Rd	0.18	4600	G	From:	SR 36 Par, Bus US 460 Par, Washington St				F	0.103	F	0.584	5000	G	2003	
					Combined Traffic:		NA										
301	Crater Rd	0.14	3000	G	From:	US 301 Par, Bank St				C	0.102	F		3200	G	2003	
					Combined Traffic:		6700	G	93%								0%
301	Bollingbrook St	0.23	3300	G	From:	Bollingbrook St				C	0.093	F		3500	G	2003	
					Combined Traffic:		6800	G	95%								0%
301	Bollingbrook St	0.15	3600	G	From:	5th St				C	0.090	F		3900	G	2003	
					Combined Traffic:		6600	G	94%								1%
301	Bollingbrook St	0.08	6700	G	From:	3rd St				F	0.103	F		7300	G	2003	
					Combined Traffic:		NA										
301	2nd Street	0.35	11000	G	From:	US 1 Par, 2nd St				F	NA			12000	G	2003	
					Combined Traffic:												
301	Bank St	0.24	3500	G	From:	N RT 1				F	NA			12000	G	2003	
					Combined Traffic:												
301	Bank St	0.15	3000	G	From:	SCL Colonial Heights				C	0.1	F		3800	G	2003	
					Combined Traffic:		6800	G	93%								1%
301	Bank St	0.15	3000	G	From:	US 301 Crater St				F	0.099	F		3300	G	2003	
					Combined Traffic:		6600	G	94%								1%
301	Bank St	0.09	4100	G	From:	5th St				F	0.099	F		4500	G	2003	
					Combined Traffic:		11000	G	93%								1%
301	2nd Street	0.06	3700	G	From:	3rd St				F	0.103	F		4000	G	2003	
					Combined Traffic:		6700	G	94%								1%
301	2nd Street	0.06	3700	G	From:	ALT US 301 Par, 2nd St				F	0.103	F		4000	G	2003	
					Combined Traffic:		6700	G	93%								1%
301	2nd Street	0.06	3700	G	From:	ALT US 301 Par; Bank St				F	0.103	F		4000	G	2003	
					Combined Traffic:		6700	G	93%								1%
301	2nd Street	0.06	3700	G	From:	US 1, US 301 Bollingbrook St				F	0.103	F		4000	G	2003	
					Combined Traffic:		6700	G	93%								1%
301	Sycamore St	0.30	8500	G	From:	US 301 Crater Rd				F	0.094	F	0.524	9200	G	2003	
					Combined Traffic:												
301	Sycamore St	0.95	6400	G	From:	South Blvd				C	0.089	F	0.615	6900	G	2003	
					Combined Traffic:												
301	Sycamore St	0.95	6400	G	From:	North Blvd				C	0.089	F	0.615	6900	G	2003	
					Combined Traffic:												

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2Axle 3+Axle 1Trail 2Trail																
City of Petersburg																
ALT 301	Sycamore St	0.42	10000	G	From: 98%	North Blvd				F	0.086	F	0.628	11000	G	2003
ALT 301	Sycamore St	0.56	12000	G	To: 98%	Graham Rd				F	0.087	F	0.552	13000	G	2003
ALT 301	Wythe St	0.20	14000	G	To: 95%	US 1 Wythe St				F	0.089	F		15000	G	2003
Combined Traffic:		NA			From: 95%	US 1				F	NA			NA		
ALT 301	Jefferson St	0.07	3400	G	To: 95%	Bus US 460 Jefferson St				F	0.086	F	0.709	3700	G	2003
Combined Traffic:		NA			From: 95%	Bus US 460 Wythe St				F	NA			NA		
ALT 301	Jefferson St	0.21	890	G	To: 95%	Functional Class Change				F	0.108	F	0.813	960	G	2003
Combined Traffic:		NA			From: 95%	Bus US 460 Par, Washington St				F	NA			NA		
ALT 301	Henry St	0.05	560	G	To: 95%	Henry St				F	0.129	F		610	G	2003
Combined Traffic:		NA			From: 95%	Jefferson St				F	NA			NA		
ALT 301	3rd Street	0.05	1700	G	To: 95%	3rd St				F	0.110	F		1800	G	2003
Combined Traffic:		NA			From: 95%	Henry St				F	NA			NA		
ALT 301	3rd Street	0.05	2800	G	To: 95%	US 301 Par, Bank St				F	0.109	F		3100	G	2003
Combined Traffic:		NA			From: 95%					F	NA			NA		
ALT 301	Bollingbrook St	0.08	6700	G	To: 95%	US 301 Bollingbrook St				F	0.103	F		7300	G	2003
Combined Traffic:		NA			From: 95%	US 1, ALT US 301 3rd St				F	NA			NA		
					To: 95%	US 301				F						
ALT 301	Sycamore St	0.09	7600	G	To: 98%	US 1 Wythe St				F	0.091	F	0.529	8200	G	2003
ALT 301	Washington St	0.09	16000	G	To: 94%	Bus US 460 Washington St				F	0.085	F		17000	G	2003
Combined Traffic:		30000		G	To: 94%	Bus US 460 Par				F	NA			32000	G	
ALT 301	Adams St	0.06	5200	G	To: 98%	Bus US 460 Washington St				F	0.092	F	0.715	5600	G	2003
ALT 301	Adams St	0.16	4700	G	To: 98%	Franklin St				F	0.095	F	0.757	5000	G	2003
ALT 301	Henry St	0.04	3200	G	To: 98%	Henry St				F	0.085	F		3400	G	2003
Combined Traffic:		NA			To: 98%	Adams St				F	NA			NA		
ALT 301	Second St	0.05	2900	G	To: 98%	Second St				F	0.086	F		3100	G	2003
					To: 98%	Henry St				F						
					To: 98%	US 301 P Bank St				F						
460 85		1.01			From: 81%	SCL Petersburg				F	0.076	F	0.602	45000	G	
Combined Traffic:		51000		G	From: 81%	See I-85 for directional traffic volume estimates for this segment.				F						
460 85		2.57			From: 81%	Squirrel Level Road				F	NA			54000	G	
Combined Traffic:		60000		G	From: 81%	See I-85 for directional traffic volume estimates for this segment.				F						
					From: 81%	I-85 S				F						

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City of Petersburg																	
460	County Dr	2.64	10000	A	From	Maintenance Jurisdiction Change				C	0.097	A	0.624	11000	A	2003	
					86%	1%	2%	1%	10%								0%
460	County Dr	0.34	12000	G	To	SR 106 Courthouse Rd				F	0.082	F	0.572	13000	G	2003	
					86%	1%	2%	1%	10%								0%
					To	ECL Petersburg											
Bus 460	1	Washington St	0.40	13000	G	From	WCL Petersburg				F	0.091	F	0.544	14000	G	2003
						98%	0%	1%	1%	1%							
Bus 460	1	Washington St	0.18	13000	G	To	Summit St				F	0.094	F	0.519	14000	G	2003
						98%	0%	1%	1%	1%							
Bus 460	1	Washington St	0.57	15000	G	To	Elm St				C	0.090	F	0.535	16000	G	2003
						96%	1%	2%	1%	1%							
Bus 460	1	Wythe St	1.08	8400	G	From	US 1 Par; Wythe St				C	0.085	F		9000	G	2003
						95%	1%	2%	1%	1%							
		Combined Traffic:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G	
					To	Perry St											
Bus 460	1	Wythe St	0.15	10000	G	From	SR 36 Market St				F	0.087	F		11000	G	2003
						95%	1%	2%	1%	1%							
		Combined Traffic:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G	
Bus 460	1	Wythe St	0.20	10000	G	To	ALT US 301 Sycamore St				F	0.093	F		11000	G	2003
						95%	1%	2%	1%	1%							
		Combined Traffic:	NA								NA			NA			
Bus 460	1	Wythe St	0.20	14000	G	From	US 1 Jefferson St				F	0.089	F		15000	G	2003
						95%	1%	2%	1%	1%							
		Combined Traffic:	NA								NA			NA			
Bus 460	Wythe St	0.20	16000	G	To	I-85, I-95				C	0.098	F		17000	G	2003	
					96%	1%	2%	0%	1%								0%
		Combined Traffic:	32000	G	93%	1%	2%	2%	2%	0%	C	NA			35000	G	
Bus 460	Wythe St	0.30	10000	G	To	SR 36; US 301 Crater Rd				F	0.084	F		11000	G	2003	
					96%	1%	2%	0%	1%								0%
		Combined Traffic:	23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G	
Bus 460	301	Crater Rd	0.96	11000	G	From	I-95; BUS US 460 Par, Winfield Rd				C	0.088	F	0.552	12000	G	2003
						96%	1%	2%	1%	1%							
		Combined Traffic:	NA								NA			NA			
Bus 460	301	Crater Rd	0.09	11000	N	To	US 301 Crater Rd				N	0.088	N	0.552	12000	N	2003
						96%	1%	2%	1%	1%							
Bus 460	1	Washington St	0.31	9100	G	From	US 1 Wythe St Battersea Lane				F	0.093	F		9800	G	2003
						96%	1%	2%	1%	1%							
		Combined Traffic:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G	
Bus 460	1	Washington St	0.40	9000	G	To	123-9025 West St				F	0.092	F		9700	G	2003
						96%	1%	2%	1%	1%							
		Combined Traffic:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G	
Bus 460	1	Washington St	0.27	10000	G	To	123-9029 South St				C	0.097	F		11000	G	2003
						96%	1%	2%	1%	1%							
		Combined Traffic:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G	
Bus 460	1	Washington St	0.24	10000	G	To	Guarantee St				C	0.087	F		11000	G	2003
						95%	1%	2%	1%	2%							
		Combined Traffic:	20000	G	95%	1%	2%	1%	2%	0%	F	NA			22000	G	
					To	North Market St											

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2Axle 3+Axle 1Trail 2Trail																
City of Petersburg																
Bus 460	Washington St	0.19	13000	G	From:	US 1 Par; SR 36 Market St				C	0.087	F		14000	G	2003
					94%	1%	3%	2%	1%							
		Combined Traffic:	23000	G	94%	1%	2%	1%	1%	0%	F	NA		25000	G	
Bus 460	Washington St	0.09	16000	G	To:	ALT US 301 Par, Sycamore St				F	0.085	F		17000	G	2003
					From:	94%	1%	3%	2%							
		Combined Traffic:	30000	G	94%	1%	2%	1%	1%	0%	F	NA		32000	G	
Bus 460	Washington St	0.10	15000	G	To:	ALT US 301 Par, Adams St				F	0.082	F		16000	G	2003
					From:	94%	1%	3%	2%							
		Combined Traffic:	30000	G	94%	1%	2%	1%	1%	0%	F	NA		32000	G	
Bus 460	Washington St	0.24	17000	G	To:	US 1 Jefferson St				C	0.079	F		18000	G	2003
					From:	90%	1%	2%	4%							
		Combined Traffic:	32000	G	93%	1%	2%	2%	2%	0%	C	NA		35000	G	
Bus 460	Washington St	0.24	13000	G	To:	I-95				C	0.089	F		14000	G	2003
					From:	93%	1%	2%	2%							
		Combined Traffic:	23000	G	94%	1%	2%	1%	2%	0%	F	NA		25000	G	
Bus 460	301 Crater Rd	0.10	8100	G	To:	US 301 Crater Rd				F	0.089	F	0.521	8800	G	2003
					From:	96%	1%	2%	1%							
		Combined Traffic:	NA								NA		NA			
Bus 460	301 Crater Rd	0.96	11000	G	To:	SR 36, BUS US 460 Wythe St				C	0.088	F	0.552	12000	G	2003
					From:	96%	1%	2%	1%							
		Combined Traffic:	NA								NA		NA			
Bus 460	Winfield Rd	0.43	1800	G	To:	I-95; BUS US 460 Par, Winfield Rd				C	0.095	F	0.971	1900	G	2003
					From:	94%	1%	2%	1%							
		Combined Traffic:	NA								NA		NA			
Bus 460	Winfield Rd	0.09	1800	G	To:	State Maintenance Boundary				C	0.095	F	0.971	1900	G	2003
					From:	94%	1%	2%	1%							
		Combined Traffic:	NA								NA		NA			
3	Vaughn Rd	0.64	NA		To:	US 460 County Rd					NA					
					From:	JB-26-123; 26-675										
4	Wells Rd	0.41	3500	G	To:	123-9013 Halifax Rd				C	0.093	F		3700	G	2003
					From:	Halifax Rd	88%	1%	3%							
9002	Halifax Rd	0.18	6600	G	To:	CSX RR				F	0.099	F	0.609	7200	G	2003
					From:	95%	1%	2%	1%							
9002	Halifax St	0.58	5200	G	To:	Patterson St				F	0.107	F	0.617	5600	G	2003
					From:	95%	1%	2%	1%							
9002	Halifax St	0.19	6100	G	To:	Baylor's Ln				F	0.101	F	0.579	6600	G	2003
					From:	95%	1%	2%	1%							
9002	Halifax St	0.37	9100	G	To:	Virginia Ave				F	0.084	F	0.580	9800	G	2003
					From:	95%	1%	2%	1%							
9002	Halifax St	0.29	8400	G	To:	Lee Ave				F	0.085	F	0.511	9000	G	2003
					From:	95%	1%	2%	1%							
9002	Halifax St	0.28	9300	G	To:	Liberty St				C	0.083	F	0.548	10000	G	2003
					From:	95%	1%	2%	1%							
9002	Union St	0.12	4500	G	To:	US 1, US 460 W Wythe St					0.099	F	0.874	4800	G	2003
					From:	US 1, US 460 W Washington St										

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							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
9002	Union St	0.17	2300	G	From:	US 1, US 460 W Washington St					C	0.108	F	0.587	2500	G	2003
					To:	W Tabb St											
9004	Defense Rd	0.47	2500	G	From:	Boydton Plank Rd					C	0.118	F	0.699	2700	G	2003
					To:	Squirrel Level Rd											
9004	Defense Dr	1.77	6700	G	From:	Johnson Rd					F	NA		7000	G	2003	
					To:	S. Sycamore St											
9004	South Boulevard	0.92	8900	G	From:	Crater Rd					C	0.093	F	0.504	9600	G	2003
					To:	Anderson St											
9004	South Boulevard	0.18	5500	G	From:	Halifax Rd					F	0.093	F	0.558	6000	G	2003
					To:	Johnson Rd											
9004	South Boulevard	0.72	2500	G	From:	Birdsong Rd					F	0.090	F	0.605	2700	G	2003
					To:	Fort Hayes Dr											
9006	Flank Rd	0.96	1800	G	From:	Flank Rd N					C	0.102	F	0.592	2000	G	2003
					To:	US 301 S Crater Rd											
9006	Flank Rd	0.47	3200	G	From:	US 301 S Crater Rd					C	0.105	F		2200	G	2003
					To:	I- 95											
9006	Flank Rd	0.75	2800	G	From:	ECL Petersburg					F	0.121	F	0.606	3000	G	2003
					To:	SR 142 Boydton Plank Rd											
9006	Flank Rd	0.91	3100	G	From:	Grigg St					C	0.112	F	0.647	3400	G	2003
					To:	Youngs Rd											
9006	Flank Rd ( 1-Way )	0.13	2000	G	From:	S. South St					C	0.105	F		2200	G	2003
					To:	Halifax St											
9008	Rives Rd	0.55	6400	F	From:	S Crater Rd					C	0.097	F	0.515	7000	F	2003
					To:	I- 95											
9008	Rives Rd	0.27	4800	G	From:	I- 95					C	0.103	F	0.568	5200	G	2003
					To:	County Dr											
9009	Dupuy Rd	1.24	640	G	From:	SCL Petersburg					F	0.104	F	0.536	690	G	2003
					To:	Wells Rd											
9009	Dupuy St	0.58	2100	G	From:	Ramp To I- 85					F	0.102	F	0.533	2300	G	2003
					To:	Boydton Plank Rd											
9009	Farmer St	0.86	3900	G	From:	Dupuv Rd					C	0.087	F	0.531	4200	G	2003
					To:												
9009	Farmer St	0.47	2900	G	From:						F	0.087	F	0.597	3200	G	2003
					To:												
9010	Wagner Rd	0.73	14000	G	From:						C	0.096	F	0.525	16000	G	2003
					To:												
9010	Wagner Rd	1.60	9600	G	From:						C	0.095	F	0.514	10000	G	2003
					To:												
9011	Squirrel Level Rd	0.82	870	G	From:						C	0.101	F	0.722	940	G	2003
					To:												
9011	Squirrel Level Rd	0.25	4700	G	From:						C	0.083	F	0.504	5100	G	2003
					To:												
9011	Squirrel Level	0.20	6900	G	From:						F	0.083	F	0.504	7500	G	2003
					To:												
9011	Young Rd	1.14	4300	G	From:						C	0.093	F	0.524	4600	G	2003
					To:												

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							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
9012	Lee Ave	0.56	3100	G	From:	West St				C	0.089	F	0.516	3300	G	2003	
					To:	Halifax St											
9012	Porterville St	0.15	1600	G	From:	Halifax St				F	0.077	F	0.588	1800	G	2003	
					To:	Harding St											
9012	New St	0.18	1500	G	From:	Harding St				C	0.088	F	0.514	1600	G	2003	
					To:	Harrison St											
9012	Harrison St	0.03	1300	G	From:	New St				F	0.1	F		1400	G	2003	
					To:	Corling St											
9012	Corling St	0.09	570	G	From:	Harrison St				F	0.11	F		610	G	2003	
					To:	S. Sycamore St											
9012	Graham Rd	0.83	5500	G	From:	Ramp From I-95				F	0.088	F	0.513	6000	G	2003	
					To:	Crater Rd											
9013	Halifax Rd	1.79	2700	G	From:	SCL Petersburg				C	0.094	F	0.536	2900	G	2003	
					To:	Wells Rd											
9013	Halifax Rd	0.98	500	G	From:	Boydton Plank Rd				C	0.114	F	0.574	540	G	2003	
					To:	SCL Petersburg											
9015	Johnson Rd	0.01	2700	G	From:	Flank Rd				F	0.135	F	0.637	3000	G	2003	
					To:	Birdsong Rd											
9015	Johnson Rd	0.54	1100	G	From:	South Blvd				C	0.089	F	0.692	1200	G	2003	
					To:	North Blvd											
9015	Johnson Rd	1.39	5500	G	From:	St Luke St				F	0.118	F	0.568	5900	G	2003	
					To:	Virginia Ave											
9015	Johnson Rd	0.46	4900	G	From:	ST Matthews St				F	0.087	F	0.52	5300	G	2003	
					To:	Porterville St											
9015	Johnson Rd	0.37	4300	G	From:	PortersvilleSt				C	0.087	F	0.535	4600	G	2003	
					To:	Halifax St											
9015	High Pearl St	0.20	4100	G	From:	SCL Petersburg				F	0.087	F	0.506	4500	G	2003	
					To:	Johnson Rd											
9015	High Pearl St	0.08	3100	G	From:	W Washington St				F	0.085	F	0.596	3400	G	2003	
					To:	W Tabb St											
9015	Harding St	0.22	2000	G	From:	E Bank St				C	0.085	F	0.605	2200	G	2003	
					To:	Bollingbrook St											
9015	Harding St	0.27	950	G	From:	Johnson Rd				F	0.100	F		1000	G	2003	
					To:	S Sycamore St											
9017	Birdsong Rd	0.62	570	G	From:	Johnson Rd				C	0.103	F	0.5	620	G	2003	
					To:	W Washington St											
9021	N Sycamore St	0.18	3900	G	From:	W Tabb St				C	NA			4100	G	2003	
					To:	E Bank St											
9021	N Sycamore St	0.11	3900	G	From:	Bollingbrook St				F	0.095	F	0.558	4200	G	2003	
					To:	Johnson Rd											
9021	Sycamore St	0.04	NA		From:	Johnson Rd					NA			NA			
					To:	S Sycamore St											
9023	North Blvd	0.57	2200	G	From:	Johnson Rd				C	0.088	F	0.574	2400	G	2003	
					To:	S Sycamore St											



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						2Axle	3+Axle	1Trail	2Trail												
City of Petersburg																					
9025 Virginia Ave	0.05	220	G	From:	Gates Lane				98%	1%	1%	0%	0%	0%	F	0.131	F	240	G	2003	
				To:	Jefferson Lane																
9025 Virginia Ave	0.06	240	G	From:	Jefferson Lane				98%	1%	1%	0%	0%	0%	F	0.126	F	0.621	250	G	2003
				To:	Diamond Street																
9025 Virginia Ave	0.11	420	G	From:	Diamond Street				98%	1%	1%	0%	0%	0%	C	0.121	F		460	G	2003
				To:	Harding Street																
9025 Virginia Ave	0.32	2100	G	From:	Harding Street				94%	2%	2%	1%	2%	0%	C	0.088	F	0.525	2200	G	2003
				To:	Halifax Street																
9025 Young Ave	0.20	2400	G	From:	Halifax Street				96%	1%	2%	1%	0%	0%	C	0.094	F	0.518	2600	G	2003
				To:	Arlington Street																
9025 Young Ave	0.11	3000	G	From:	Arlington Street				93%	1%	1%	4%	1%	0%	C	0.098	F	0.559	3300	G	2003
				To:	West Street Young Avenue																
9025 S West St	0.28	3600	G	From:	West Street Young Avenue				95%	1%	1%	1%	2%	0%	C	0.084	F	0.523	3900	G	2003
				To:	Augusta Avenue																
9025 S West St	0.23	5100	G	From:	Augusta Avenue				96%	1%	2%	1%	0%	0%	F	0.086	F	0.507	5600	G	2003
				To:	Farmer St																
9025 S West St	0.14	4100	G	From:	Farmer St				96%	1%	2%	1%	0%	0%	F	0.096	F	0.512	4400	G	2003
				To:	W Wythe St																
9025 S West St	0.07	3700	G	From:	W Wythe St				96%	1%	2%	1%	0%	0%	F	0.099	F	0.51	4000	G	2003
				To:	W Washington St																
9027 S West St	0.63	2200	G	From:	Halifax St				97%	0%	1%	0%	0%	0%	C	0.091	F	0.521	2400	G	2003
				To:	Young Ave																
9029 S. South St	0.36	2200	G	From:	Lee Ave				98%	1%	1%	0%	0%	0%	C	0.089	F	0.529	2300	G	2003
				To:	US 1 Wythe St																
9029 S. South St	0.09	8800	G	From:	US 1 Wythe St				98%	0%	1%	0%	0%	0%	F	NA		9300	G	2003	
				To:	Washington St																
9029 N. South St	0.20	6400	G	From:	Washington St				98%	0%	1%	0%	0%	0%	F	0.093	F	0.584	6900	G	2003
				To:	High St																
9029 High St	0.02	830	G	From:	N South St				98%	0%	1%	0%	0%	0%	F	0.099	F	0.534	900	G	2003
				To:	Canal St																
9029 Canal St	0.20	6300	G	From:	High St				98%	0%	1%	0%	0%	0%	C	0.094	F	0.594	6800	G	2003
				To:	Grove Ave																
9031 Byrne St	0.40	840	G	From:	New St				94%	3%	2%	0%	0%	0%	C	0.104	F		910	G	2003
				To:	Halifax St																
9031 S. Market St	0.03	2700	G	From:	Halifax St				94%	3%	2%	0%	0%	0%	F	0.096	F	0.708	3000	G	2003
				To:	Brown St																
9031 S. Market St	0.09	2800	G	From:	Brown St				94%	3%	2%	0%	0%	0%	F	0.099	F	0.65	3100	G	2003
				To:	Wythe St																
9033 Apollo St	0.14	2800	G	From:	Sycamore St				97%	1%	1%	0%	0%	0%	F	0.089	F	0.55	3000	G	2003
				To:	Jefferson St																
9033 Jefferson St	0.58	2800	G	From:	Apollo St				97%	1%	1%	0%	0%	0%	C	0.094	F	0.601	3000	G	2003
				To:	E Wythe St																
9033 Henry St	0.04	1300	G	From:	3rd Street				97%	1%	1%	0%	0%	0%	F	NA		1300	G	2003	
				To:	N Adams St																
9038 Puddledock Rd	0.40	4400	G	From:	E Washington St				89%	0%	3%	3%	4%	0%	C	0.095	F	0.586	4700	G	2003
				To:	ECL Petersburg																

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City of Petersburg																	
9046 High St	0.58	1100	G	From:	Canal St						0.099	F	0.706	1100	G	2003	
				To:	N Market St												
9046 W Bank St	0.14	2300	G	From:	N Market St						0.092	F		2500	G	2003	
				To:													
9046 E Bank St	0.11	3600	G	From:	97%	0%	2%	1%	0%	0%	C	NA		3700	G	2003	
				To:	2Nd St												
9046 Bank St	0.25	2900	G	From:	93%	1%	4%	1%	1%	0%	C	0.104	F	0.538	3100	G	2003
				To:	East St												
9046 Bank St	0.21	2800	G	From:	93%	1%	4%	1%	1%	0%	F	0.098	F	0.545	3000	G	2003
				To:	SR 36 E Washington St												
9048 W Tabb St	0.09	1600	G	From:	90%	0%	0%	7%	2%	1%	F	0.11	F	0.655	1800	G	2003
				To:	Union St												
9048 W Tabb St	0.06	2000	G	From:	90%	0%	0%	7%	2%	1%	F	0.116	F	0.612	2200	G	2003
				To:	N Sycamore St												
9048 E Tabb St	0.12	1100	G	From:	90%	0%	0%	7%	2%	1%	C	NA		1200	G	2003	
				To:	N Adams St												
9053 Baylors Ln	0.65	1800	G	From:	98%	1%	1%	0%	0%	0%	C	0.102	F	0.574	2000	G	2003
				To:	Halifax St												
9055 Madison St	0.05	2100	G	From:	94%	1%	2%	1%	1%	0%	F	0.105	F	0.841	2300	G	2003
				To:	Franklin St												
9055 Madison St	0.18	1800	G	From:	94%	1%	2%	1%	1%	0%	C	0.104	F	0.85	1900	G	2003
				To:	E Bank St												
9055 Madison St	0.07	1200	G	From:	94%	1%	2%	1%	1%	0%	F	0.098	F	0.635	1300	G	2003
				To:	Bollingbrook St												
9057 Fifth St	0.05	530	G	From:	E Bank St						0.133	F	0.746	580	G	2003	
				To:													
9057 Fifth St	0.08	560	G	From:	82%	4%	4%	4%	6%	0%	C	0.105	F	0.515	600	G	2003
				To:	River St												
9059 Flank Rd N	0.20	3800	G	From:	97%	1%	1%	0%	0%	0%	C	0.086	F	0.786	4100	G	2003
				To:	US 301 S Crater Rd												
9065 S Adams St	0.10	4500	G	From:	E Wythe St						0.095	F	0.71	4900	G	2003	
				To:	E Washington St												
Accomack St		310	G	From:	6Th St						0.094	F		330	G	2003	
				To:	7Th St												
Cameron St		400	G	From:	Old Church St						0.108	F		430	G	2003	
				To:	Center St												
Culpeper Ave		570	G	From:	Prince George Ave						0.141	F		610	G	2003	
				To:	Brunswick St												
Custer St		440	G	From:	Halifax Rd						0.106	F		480	G	2003	
				To:	Hawk St												
Darby Dr		310	G	From:	Busby St						0.094	F		340	G	2003	
				To:	Halcun Dr												

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Gordon Dr		280	G	From:	Dering Rd						0.11	F		310	G	2003
				To:	Hoke Dr											
Homestead Dr		1000	G	From:	Valley Dr						0.096	F		1100	G	2003
				To:	Midland Rd											
Jefferson St		3700	G	From:	Filmore St						0.088	F		4000	G	2003
				To:	ST Andrews St											
Kirkham Street		490	G	From:	Bolling Street						0.101	F	0.591	530	G	2003
				To:	Chestnut Street											
North Park Dr		1200	G	From:	Nivram St						0.09	F		1300	G	2003
				To:	Retang Rd											
Oakmont Dr		90	G	From:	Homestead Dr						0.12	F	0.5	100	G	2003
				To:	Midland Rd											
Old Church St		360	G	From:	Bollingbrook St						0.108	F		390	G	2003
				To:	Miller St											
Patterson Ave		1100	G	From:	Floyd St						0.119	F		1100	G	2003
				To:	Carver St											
Pleasants Ln		1000	G	From:	Valor Dr						0.104	F		1100	G	2003
				To:	Dupuy Rd											
Richmond Ave		990	G	From:	Ash St						0.093	F		1100	G	2003
				To:	Nash St											
Rollingwood Rd		100	G	From:	Valley St						0.109	F		110	G	2003
				To:	Homestead Dr											
South Park Dr		1800	G	From:	Forest Hill Rd						0.095	F		1900	G	2003
				To:	West Park Dr											
St Matthew St		2800	G	From:	High Pearl St						0.087	F		3100	G	2003
				To:	Harding St											
Talley Ave		880	G	From:	Custer St						0.234	F		950	G	2003
				To:	Edmonds Ct											